

"TEX" ADMITS HE KILLED KIRKLAND

Says He Hit Switchman Over the Head with Pick Handle in Self-Defense.

WITNESSES' STORIES DIFFER

Joe Garza, Mexican, of San Antonio, Tex., known as "Tex," has confessed to Chief of Detectives Maloney that he struck Frank Kirkland, switchman, over the head with a pickhandle at Seventh and Leavenworth streets Tuesday night. Kirkland died at St. Joseph's hospital yesterday morning.

Garza, who works on the Union Pacific railroad as a section hand, accompanied another Mexican in search of Kirkland, whom, the latter said, had robbed him. Finding the fellow, Garza says he saw Frank Daugherty, 719 Leavenworth street, hand Kirkland a revolver and picking up a pickhandle with which to defend himself. Garza approached and demanded that Kirkland give his fellow countryman the money that had been stolen from him.

Garza says Kirkland reached for his revolver and with that he struck the switchman on the head, knocking him unconscious. After the other Mexican had taken the gun from Kirkland's pocket the two went back to their bunk car, where Garza was found and arrested. Daugherty, who was also taken as a state witness, told Captain Maloney a similar story, as to the actual assault, only differing in the particular that, instead of ending Kirkland a revolver, he had taken one from the fellow. He asserts that he knew nothing of any robbery. The police are searching for the second Mexican.

Abbott Kirkland, brother of the dead man, who was arrested also, asserts that he had had trouble with several Mexicans earlier in the evening and believes the fight really arose over this.

HARRY THAW IN OMAHA—He is viewing the attractions of the city under escort of Postmaster John C. Wharton, whose nephew is traveling with the Thaw party.



HARRY THAW.

JOHN C. WHARTON.

CONFEREES HAVE APPROVED APPEAL TO MEXICO CHIEFS

(Continued from Page One.)

county a flag bearing the words in Spanish: "Army of Liberation for Mexicans in Texas."

Officers here today, when informed of the Washington report that Carranza soldiers have been crossing into Texas, as that they have information that for several days thirty to forty Mexicans daily have been crossing into Texas. Some of them appeared to have been Carranza soldiers. Many carried three cartridge belts.

General Scott Doubts Story.

EL PASO, Tex., Aug. 11.—Major General Hugh L. Scott, chief of staff of the United States army, said today that he doubted the accuracy of dispatches reporting an invasion of Texas of 1,000 Carranza troops in the neighborhood of Brownsville.

"I have no advice of the matter," he said.

Insect Bites and Infection Dangerous.

Apply Hixon's Lintment to any bite, sting or bruise; it kills the poison and heals the wound. Only 5c. All druggists.

Girl Who Killed Man is Exonerated

VANBUREN, Ark., Aug. 11.—Ethel Dixon, 14 years old, last night told the coroner's jury how she shot and killed Frank Holliday on a fruit farm near here yesterday, using Holliday's shot gun. She shot when Holliday attempted to assault her, she said. The coroner's jury returned a verdict finding her blameless.

French Millionaire Sentenced to Exile

PARIS, Aug. 11.—The permanent court martial at Versailles has sentenced Henri Racine, a millionaire perfume distiller of Mentone, to perpetual deportation and payment of costs of the proceedings for supplying essence of neroli and 800 tons of olive oil through a Lausanne firm to a famous perfumer of Cologne.

GERMANS INVENT NEW METHOD OF MAKING PAPER

BERLIN, Aug. 11.—German scientists have discovered a method of making print paper without cellulose. It is alleged that tests have proved this new method better than the old and that it will cheapen prices and make Germany independent of foreign countries for this article.

HYMENEAL.

Abraham T. Johnson. FAIRBURY, Neb., Aug. 11.—(Special.)—A wedding was solemnized at 7:30 p. m. at the home of Mrs. J. A. Thiesen, 24 James, six miles northeast of here, when their daughter, Miss Agnes, was married to Henry Johnson. The Rev. J. K. Shellenberger, pastor of the Christian church in this city, officiated, and immediate relatives of the contracting parties witnessed the wedding. The bride was beautifully attired in a gown of white silk lace over silk. Mr. Johnson is at present superintendent of the Jefferson county schools, Thorpe-Wellington.

LOOMER, Neb., Aug. 11.—(Special.)—Mr. Duke E. Thorpe of Bertrand and Miss Myrtle A. Swallow of Loomis, were married Saturday evening at the local Congregational parsonage, by Rev. H. H. Fyche. They will make their home in Loomis.

FRANCIS A. Abbott. BEATRICE, Neb., Aug. 11.—(Special Telegram.)—Armed Process of Brooklyn N. Y., and Miss Camille Abbott of Fair River, Kansas, were married here today by Rev. B. F. Gathers.

DEATH RECORD.

Delia E. Miner. LOOMIS, Neb., Aug. 11.—(Special.)—Miss Delia E. Miner died at her home at 10:30 p. m. Tuesday morning, after several weeks' illness. The complaint was heart trouble. Miss Miner was at one time a member of the Loomis school faculty, but for the last six or seven years has been unemployed. The funeral was held today.

RATES DECISION FAVORS SHIPERS

(Continued from Page One.)

west. It affects, indirectly, every railroad in the United States and the commission today served notice of its action upon 2,300 large and small lines. The decision denies all the more important increases. The advances granted are, in the viewpoint of the commission, of relatively little significance.

Seven Millions Increase.

The commission itself has no final estimate of the amount of the increases in dollars and cents. From various estimates of record, however, made by witnesses for both sides and based upon the higher figures where the estimate disagreed, the following table announced in the decision, indicates roughly the annual increase in the railway revenues and the increases being allowed to go into effect: Grain and grain products, \$3,840,237. Live stock, \$1,500,000. Packing house products and fresh meats, \$1,600,000. Coal, \$1,236,122. This makes, with other items, a total of \$7,643,377.

Daniels and Harlan Dissent.

Dissenting reports were filed by Commissioners Daniels and Harlan. Differing from the attempt of the eastern railroads to get a 5 per cent increase, the western roads, instead of asking a uniform increase, singled out particular commodities, moving mainly in carload lots and specified increases, changes affecting minimum weights, increased charges for special service, and increased rates on a number of miscellaneous articles. They based these claims for additional revenue on the ground of financial needs, the downward tendency of their net earnings and because the commodities involved do not bear their equitable share of the burden. The state commissions and other bodies denied that the financial condition of the roads warranted increased rates.

The region more particularly affected by the decision embraces Illinois, Wisconsin, Minnesota, the Dakotas, Colorado, Nebraska, Iowa, Kansas, Missouri, Arkansas, Louisiana, Texas, Oklahoma, New Mexico and the coal traffic area of Indiana, Kentucky and Alabama.

Daniels for Greater Concessions.

Commissioner Daniels in his dissent held the roads were entitled to increase "far in excess" of those granted by today's decision. He was convinced that the majority of the commission in refusing the principal increases took the position that the financial straits of the railroads were traceable to mal-administration. The commissioner held that there was no question as to the facts of the financial affairs of the Rock Island-Frisco system and the Alton, which he referred to as having been wrecked and plundered, but held the rate increases were justified on their own merit.

He added that the railroads had "abundantly demonstrated" that their operating income was smaller than is demanded in the public interest.

Commissioner Harlan's dissent was brief, merely holding that, aside from the financial condition of the railroads, he was convinced that the increases they asked were just and reasonable. He contended in the increases allowed in the majority report, but was unable to agree with the refusal to grant increases on the stock, fresh meats, packing house products and cotton piece goods.

Some Operating Ratios Too Large.

The majority held that the financial experience of the roads had been that of industry generally, but referred to the possibility "that particular carriers, by reason of financial mismanagement, reflected in their operating methods, have been uneconomical and thus the result of expenditure and thus necessarily increased their operating ratios."

"It does not appear," the majority held, "that any uniform relationship can be traced between the present level of the operating ratio of carriers, whose financial administration has been culpable and of the remaining carriers. Similarly instances of notable increases in the operating ratios do not seem to be confined to roads such as the Rock Island or the Frisco. The negative conclusion received in this connection is but confirmatory of the fact that the general increase in the operating ratios is traceable to deep-seated underlying causes which have af-

ected carriers generally throughout increased operating costs."

Railroads Are Disappointed.

CHICAGO, Aug. 11.—The western freight rate adjustment by the Interstate Commerce commission was largely disappointing to the heads of the railroads affected. "The advances are much less than we had a right to expect, as Commissioner Daniels, who heard the evidence and filed a dissenting opinion, said," commented E. D. Sewall, vice president of the Chicago, Milwaukee & St. Paul. "However we are thankful for small favors."

Mr. Sewall's remarks were typical of others.

VICTORY FOR OMAHA INTERESTS

Big Saving to Producers and Consumers in This Territory.

Railroad freight traffic officials feel that they have sustained a decisive defeat in the decision of the Interstate Commerce commission, just handed down, wherein an increase is denied on the principal commodities on which they asked for more money for the haul. On the other hand, traffic men of the Omaha Commercial club are in high glee, contending that Attorney McVann, who opposed the advance won a pronounced victory for Omaha.

Issues were joined and the hearing in what has come to be known as the "Western Advanced Rate Case," was started in Chicago, March 4, and continued almost constantly until early in June.

By the decision every point contended for by Mr. McVann was won and it is asserted that the decision means much for the producers and consumers in Omaha trade territory.

Thorne Calls It Victory.

DES MOINES, Ia., Aug. 11.—Clifford Thorne, chairman of the Iowa Railway commission and chief of the counsel representing the shippers at the western rate hearing, said at his home here today that the award of the Interstate Commerce commission was a great victory for his side.

"I am delighted," he said. He added that since the time of the increase asked in which Iowa was interested had been denied.

Apartments, flats, houses and cottages can be rented quickly and cheaply by a Bee "For Rent."

SIX INDICTMENTS IN EASTLAND CASE

Four Owners Charged with Manslaughter and Two Employes with Criminal Negligence.

CAPTAIN AND ENGINEER NAMED

CHICAGO, Aug. 11.—Indictments charging manslaughter and criminal carelessness were returned before Judge Kersten in the criminal court today in connection with the Eastland disaster.

The captain and engineer and four officers of the St. Joseph-Chicago Steamship company, owners of the boat, were named.

Those indicted were: George T. Arnold, president of the company; William H. Hull, vice president and general manager; W. J. Steele, secretary-treasurer; Ray W. Davis, assistant secretary-treasurer; Harry Pedersen, captain of the Eastland; Joseph M. Erickson, engineer.

Bonds were fixed at \$20,000 each for the company officials and \$10,000 each for Pedersen and Erickson. The two last named are charged with criminal carelessness, and the officials with manslaughter.

Separate bills were returned against the captain and the engineer, while the four officials were named in a joint indictment.

Three Causes of Disaster.

The report of the grand jury finds that the disaster was caused by "instability under conditions of loading," and states that the instability was due to "one of three main causes, or any two, or all of them," as follows:

First—The overloading of the vessel with passengers.

Second—The mishandling of water ballast.

Third—The construction of the vessel.

The report says that the Eastland began loading passengers without water ballast, and belated efforts to fill the tanks failed of success.

"That the instability of the boat was not corrected years before we regard as indicating criminal carelessness or incompetence on the part of all persons connected with the design, construction control, operation and inspection of the boat," says the report. It points out that federal inspectors have the right to refuse a permit to the boat, but that they are generally not trained men and failed to make handling of ballast by the officers of the boat indicates an entire lack of understanding of the nature and proper uses of water ballast and an absolute disregard of safety after repeated warnings and frequent indications of extreme instability," continues the report, which also criticizes the system of water ballast employed as not preventing the shifting of the ballast.

Auto Falls Fifty Feet; Man is Killed

CLEVELAND, O., Aug. 11.—One man was killed and five were seriously injured today when an automobile in which the party was returning from the Griffiths-Baylor prize fight at Akron crashed down a fifty-foot embankment after leaping through the rail of a bridge over the Erie railroad tracks, several miles southwest of the city.

Nine Craft Sunk by German Submarines

LONDON, Aug. 11.—The sinking of nine craft was announced this afternoon. They were the British steamer Oakwood, the Norwegian bark Morna and seven trawlers, the Young Admiral, the George Crabbe, the Illustrious, the Calm, the Trevire, the Welcome and the Utopia. The crews were saved.

A "For Sale" ad will turn second-hand furniture into cash.

Condition of National Banks.

WASHINGTON, Aug. 11.—(Special Telegram.)—The abstract of the condition of the National banks of Nebraska, exclusive of reserve cities, at the close of business on June 30, as reported to the controller of the currency, shows the reserve held at 58.38 per cent; loans and discounts, \$5,238,704; gold coin, \$1,058,511; legal money reserve, \$2,707,261; deposits, \$3,588,817.

Department Orders.

WASHINGTON, Aug. 11.—(Special Telegram.)—Nebraska pensions granted: Ella Virginia Arrup, DeWeese, 32; Elisabeth Reed, Conrad, 31.

Oscar N. Anderson was reapointed postmaster at Verdun, Brown county, South Dakota.

TRAINLOAD OF GOLD REACHES NEW YORK

Bank of England Sends Fifty-Two Millions on Battleship to Halifax N. S.

PUT ON SPECIAL TRAIN THERE

NEW YORK, Aug. 11.—A special train, carrying \$52,000,000 worth of gold and securities, which had been shipped by the Bank of England at London by way of Halifax, N. S., to this city, arrived here today. The train was composed of several steel cars and was guarded by forty armed men.

Of the total shipment, \$35,000,000 was in gold and was believed to be in the form of American double eagles. The weight of the gold shipment was about seventy-five tons. It was said to be the largest single shipment of gold ever sent across the Atlantic ocean in one vessel.

It was brought over in a British battleship, which was conveyed through the war zone and across the ocean by a cruiser and a flotilla of torpedo boat destroyers, to guard against an attack of German submarines. The cost of transferring it from London to New York was estimated today to have been \$20,000.

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